



Aviation Investigation Final Report

Location:	PERKASIE, Pennsylvania	Accident Number:	NYC85LA090
Date & Time:	March 24, 1985, 14:10 Local	Registration:	N5234G
Aircraft:	CESSNA L-19	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

CESSNA L-19, A PRACTICE FLIGHT OF TAKEOFFS AND LANDINGS FOR GLIDER TOW OPERATION FOR PHILADELPHIA GLIDER COUNCIL ENCOUNTER A WIND SHIFT ON LANDING. THE STUDENT PILOT OVER CORRECTED AND THE AIRCRAFT GROUND LOOPED. THE INSTRUCTOR PILOT AT THIS TIME TOOK CONTROL OF THE AIRCRAFT AND APPLIED FULL RIGHT RUDDER ALONG WITH HARD BRAKING WHICH STOPPED THE GROUND LOOP. THE AIRCRAFT CAME TO REST 20 DEGREES TO THE LEFT OF CENTERLINE. THE AIRPLANE FLIPPED FORWARD WHEN THE RIGHT GEAR CONTACTED THE RUNWAY AND RIGHT BRAKING WAS APPLIED AND THE GEAR SEPARATED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - DUAL STUDENT
4. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

5. (F) LANDING GEAR,MAIN GEAR - FAILURE,TOTAL

6. (F) LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	34, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 17, 1984
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2825 hours (Total, all aircraft), 260 hours (Total, this make and model), 2575 hours (Pilot In Command, all aircraft), 68 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5234G
Model/Series:	L-19 L-19	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	22404
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 1, 1984 100 hour	Certified Max Gross Wt.:	2430 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	22404 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	O-470 SERIES
Registered Owner:	PHILADELPHIA GLIDER COUNCIL	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 6000 ft AGL	Visibility	8 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	PENNRIDGE N70	Runway Surface Type:	Asphalt
Airport Elevation:	540 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	4000 ft / 60 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.36943,-75.289291 (est)

Administrative Information

Investigator In Charge (IIC): Taylor, Vernon

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=35849>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).